

Wright Engines - Past and Present

Note: Only those engines marked * are now in production.

Early Engines

Of the engines made prior to 1916 there is little record available. The following facts, however, are known:

Original Model (1903)

Type - Horizontal	Bore - 4 in.
Cooling - Water	Stroke - 4 in.
No. of Cylinders - 4	Displacement - 201.1 cu/in.
Horsepower - 12 at 1090 r. p. m.	Dry Weight - 170 lbs.

Fuel injection was employed, and ignition was by low tension magneto with make and break.

Second Model (1909 on)

Type - In-line	Bore - 4-3/8 in.
Cooling - Water	Stroke - 4 in.
No. Cylinders - 4	Displacement 240.5 cu/in.
Fuel Consumption - 4 gallons per hour	Dry Weight - 180 lbs.

Fuel Injections employed

Third Model (1910)

Type - 90° Vee	Bore - 4-3/8 in.
Cooling - Water	Stroke - 4 in.
No. Cylinders - 8	Displacement - 240.52 cu. ins.
Horsepower - 60	Dry Weight - 180 lbs.

Fuel Injection employed.

Type - 60° Vee	Bore - 5.5
Cooling - Water	Stroke - 5.905
No. Cylinders - 8	Displacement - 1127.5 cu. ins.
Horsepower - 300	Dry Weight - 632 lbs.

Model K (1917)

This was an experimental, geared, cannon engine, eight cylinder, water-cooled, Vee type, similar to the Model D, but rated at 300 horsepower. It was unusual in design in that the crank case was split on the vertical rather than the horizontal center line.

Model K-2 (1917)

A modified version of the Model K, but with the crank case split in the conventional manner on the horizontal center line.

Model A. Lawrence (1916)

The original Lawrence engine which was the ancestor of all Wright air-cooled engines.

Type - Horizontally opposed	Bore - 4.25 ins.
Cooling - Air	Stroke - 5.25 in.
No. Cylinders - 2	Displacement - 149cu. ins.
Horsepower - 28 at 1400 r. p. m.	Dry Weight

Model N-2 Lawrence

An experimental 2 cylinder engine built for the Navy Department. It developed 40 horsepower and weighed only 79 lbs. The high cost of manufacture and the high operating speed led to its abandonment in favor of the more reliable and easily manufactured Model L.

Model B Lawrence (1916)

The immediate predecessor of the model L. Experimental work was carried on with this engine for several years and its power increased from 35 to 60 horsepower.

Model I. (1918)

Designed by Wright-Martin engineers to replace the Model A, this engine incorporated features of both the Models A and E, and was rated at 150 horsepower, with a weight of 470 lbs. It had considerable use as a training engine both during and after the World War.

Model L-2 Lawrence (1919)

The first air-cooled radial used by the U. S. Army

Type - Radial	Bore - 4.25
Cooling - Air	Stroke - 5.25
No. Cylinders - 3	Displacement 224 cu. ins.
Horsepower - 60 at 1800 r.p.m.	Dry Weight - 140 lbs.

Model M

An experimental engine similar to the Model H but fitted with the "Liberty" type of steel cylinder construction.

Type - 60° Vee	Bore - 5.5
Cooling Water	Stroke - 5.905
No. Cylinders - 8	Displacement - 1127.5
Horsepower - 300 at 1800 r.p.m.	Dry Weight - 528 lbs.

Model M-2 (1920)

The first Wright Aeronautical Corporation engine. While resembling the Hispano Model K, this engine had heavier cylinder sleeve heads, improved oil pump, valves, cylinder block, ignition, pistons, timing gear, etc. It was rated at 190 H.P.

Model D-1 (1920)

A special engine designed for use in dirigibles.

Type - In-line	Bore - 7 in.
Cooling - Water	Stroke - 8 in.
No. Cylinders - 6	Displacement - 1847.26 cu. ins.
Horsepower - 400 at 1400 r.p.m.	Dry Weight - 1320 lbs.

Model R-1 (1920)

Rated at 350 horsepower, this was the first high power radial air-cooled engine successfully operated in America.

Type - Radial	Bore - 5-5/8 in.
Cooling - Air	Stroke - 6-1/2 in.

No. Cylinders - 9

Displacement - 1453.72

Horsepower - 350 at 1800 r.p.m.

Dry Weight - 884 lbs.

Model R. Lawrence (1920)

An outgrowth of the Lawrence Model L-2.

Type - Radial

Bore - 4-1/4 in.

Cooling - Air

Stroke - 5-1/4 in.

No. Cylinders - 9

Displacement

Horsepower - 147 at 1600 r.p.m.

Dry Weight - 410 lbs.

Model J-1 Lawrence (1920)

This engine was similar to the Model R, and was designed for the U. S. Navy. This was the only engine of its type until 1925 successfully to pass a standard 50-hour endurance run.

Type - Radial

Bore - 4-1/2 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement - 787.23 cu. ins.

Horsepower - 200 at 1800 r.p.m.

Dry Weight - 476 lbs.

Model H-2 (1920)

A Wright-improved version of the Model H, using heavier cylinder heads and increased compression.

Type - 60° Vee

Bore - 5.5 in.

Cooling - Water

Stroke - 5.905 in.

No. Cylinders - 8

Displacement - 1127.5 cu. in.

Horsepower - 320 at 1800 r.p.m.

Dry Weight - 620 lbs.

Model K-3 Alert

A further improvement of the K type with an improved cylinder sleeve pressed into the aluminum jacket, and with a new type of silchrome steel tulip valve.

Type - 60° Vee

Bore

Cooling - Water

Stroke

No. Cylinders - 8

Displacement

Horsepower 215 at 2000 r. p. m.

Dry Weight - 465 lbs.

Model E-4 Tempest (1922)

The final development of the E type using a headless steel sleeve shrunk into the aluminum head.

Type - 60° Vee

Bore - 4.72 in.

Cooling - Water

Stroker-5.11 in.

No. Cylinders - 8

Displacement - 718 cu. in.

Horsepower - 200 at 1800 r.p.m.

Dry Weight - 480 lbs.

Model E-4A Tempest (1922)

A high compression model to the "E-4"

Type - 60° Vee

Bore - 4.72

Cooling - Water

Stroke - 5.11

No. Cylinders - 8

Displacement - 718 cu. in.

Horsepower - 240 at 2100 r.p.m.

Dry Weight - 480 lbs.

Model H-3 (1922)

A further development of the H type engine. In 1922 it was considered to be the lightest and most efficient pursuit engine in the world.

Type - 60° Vee

Bore - 5.5

Cooling - Water

Stroke - 5.905

No. Cylinders - 8

Displacement - 1127.5 ins.

Horsepower - 375 at 2000 r. p. m.

Weight - 624 lbs.

Model H-3 Superfighter

This was a variation of the H-3, using higher compression and rated at 400 horsepower at 2100 r. p. m.

Model T Tornado (1922)

Originally designed for use in Navy seaplanes, this engine was destined to become one of the most famous of the Wright Line.

Type - 60° Vee

Bore - 5-3/4 in.

Cooling - Water

Stroke - 6-1/4 in.

No Cylinders - 12

Horsepower - 525

Displacement - 1947.48 cu. in.

Dry Weight

Model T-2 Tornado (1922)

An improvement on the Model T.

Type - 60° Vee

Cooling - Water

No. Cylinders - 12

Bore - 5-3/4 in.

Stroke - 6-1/4 in.

Displacement - 1947.48 cu. in.

Model T-3 Tornado (1923)

A later improvement on the Model T. Considered to be one of the most remarkably efficient water-cooled engines ever produced. This was also produced in a geared model.

Type - 60° Vee

Cooling - Water

No. Cylinders - 12

Horsepower - 600 at 1800 r.p.m.

Bore - 5-3/4 in.

Stroke - 6-1/4 in.

Displacement - 1947.48 cu. in.

Dry Weight - 1160 lbs.

Model T-4 Tornado (1923)

Type - 60° Vee

Cooling - Water

No. Cylinders - 12

Horsepower -

Bore -

Stroke

Displacement -

Dry Weight -

Model J-2 Lawrence (1923)

An improved type of J-1 designed for the Navy. Only two of these engines were built.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 290 at 1800 r.p. m.

Bore - 4-7/8 in.

Stroke - 5-1/4 in.

Displacement -

Dry Weight

Model T Lawrence (1925)

An experimental engine designed for use in radio-controlled torpedo planes.

Model L-4 Lawrence, or Wright Gale (1925)

An improved design of the Model L-2.

Type - Radial	Bore - 4-1/4 in.
Cooling - Air	Stroke - 5-1/4 in.
No. Cylinders - 3	Displacement - 223 cu. in.
Horsepower - 60 at 1800 r. p.m.	Dry Weight - 175 lbs.

Model J-3 (1925)

This engine was the result of changes made by Wright engineers on the Lawrence Model J-1.

Type - Radial	Bore - 4-1/2 in.
Cooling - Air	Stroke - 5-1/2 in.
No. Cylinders - 9	Displacement - 788 cu. in.
Horsepower - 211 at 1800 rpm	Dry Weight - 475 lbs.

Model J-4 Whirlwind (1924)

This engine was developed from the J-3 and incorporated many radical changes.

Type - Radial	Bore - 4-1/2 in.
Cooling - Air	Stroke - 5-1/2 in.
No. Cylinders - 9	Displacement - 787 cu. in.
Horsepower - 215 at 1800 r.p.m.	Dry Weight - 475 lbs.

Model J-4A Whirlwind (1924)

A modification of the Model J-4, using thinner cylinder fins.

Model J-4B Whirlwind (1925)

A further modification of the Model J-4 with improved finning around the valve ports.

Model T-M Typhoon (1925)

This was the model T-3 engine modified for marine use.

Type - 60° Vee

Bore - 5-3/4 in.

Cooling - Water

Stroke - 6-1/4 in.

No. Cylinders - 12

Displacement - 1947.48 cu. in.

Horsepower - 550 at 1900 r. p. m.

Dry Weight - 1850 lbs.

Model J05 Whirlwind (1925)

A complete redesign of the whirlwind series.

Type - Radial

Bore - 4-1/2 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement - 788 cu. in.

Horsepower - 200 at 1800 r. p. m.
225 at 2000 r. p. m.

Dry Weight - 510 lbs.

Model E-M-Hurricane (1925)

A modification of the model E-4 for marine use.

Type - 60° Vee

Bore - 4-1/2 in.

Cooling - Water

Stroke - 5-1/8 in.

No. Cylinders - 8

Displacement - 625 cu. in.

Horsepower - 200 at 2300 r. p. m.

Dry Weight

Model E-M Gold Cup (1925)

A special model of the Hurricane

Type - 60° Vee

Bore - 4-1/2 in.

Cooling - Water

Stroke - 5-1/8

No. Cylinders - 8

Displacement

Horsepower - 240

Dry Weight -

Model R-1200 Simoon (1925)

A new engine on higher power rating than the Whirlwinds, and designed to replace the powerful water-cooled engines. It was equipped with a Moss type supercharger.

Type - Radial

Bore - 5-1/2 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement - 1176 cu. ins.

Horsepower - 350 at 1900 rpm

Dry Weight - 640 lbs.

Model P-1 Cyclone (1925)

The first of the high-powered Cyclones.

Type - Radial

Bore - 6 in.

Cooling - Air

Stroke - 6-1/2 in.

No. Cylinders - 9

Displacement - 1654 cu. in.

Horsepower - 400 at 1650 r. p.m.

Dry Weight - 812 lbs.

Model P-2 Cyclone (1925)

An improved and supercharger type of the Model P-1

Type - Radial

Bore - 6 in.

Cooling - Air

Stroke - 6-1/2 in.

No. Cylinders - 9

Displacement - 1654 cu. in.

Horsepower - 450 at 1800 r.p.m.

Dry Weight - 89 lbs.

Model Wright-Morehouse (1926)

A light engine intended for use in small planes.

Type - Horizontally opposed

Bore - 3-3/4 in.

Cooling - Air

Stroke - 3-5/8 in.

No. Cylinders - 2

Displacement - 80 cu. in.

Horsepower - 30 at 2500 r.p.m.

Dry Weight - 89 lbs.

Model Wright-Morehouse (1926)

A "double" version of the original engine with the cylinders superimposed.

Type - Horizontally opposed

Bore - 3-3/4 in.

Cooling - Air

Stroke - 3-5/8 in.

No. Cylinders - 4

Displacement - 160 cu. in.

Horsepower - 60

Dry Weight - 175 lbs.

Model R-1750 Cyclone (1927)

Designed originally for the Navy, this engine was also used by the Army.

Type - Radial

Bore - 6 in.

Cooling - Air

Stroke - 6-7/8 in.

No. Cylinders - 9

Displacement - 1749.5 cu. in.

Horsepower - 525 at 1900 r. p. m.

Dry Weight - 760 lbs.

Model V-1456 (1927)

An experimental engine, not placed in production

Type - 60° Vee inverted

Bore - 4-7/8 in.

Cooling - Air

Stroke - 6-1/2 in.

No. Cylinders - 12

Displacement - 1460 cu. in.

Horsepower - 525 at 2300 r. p. m.

Dry Weight - 925 lbs.

Model Wright Gipsy (1928)

An Americanized version of the British De Haviland Gipsy.

Type - In-line

Bore - 4-1/2 in.

Cooling - Air

Stroke - 5 in.

No. Cylinders - 4

Displacement - 318 cu. in.

Horsepower - 90-100 at 1900 r. p. m.

Dry Weight - 285 lbs.

Model J-6 R-975 Whirlwind 300 (1928)

The new series J-6 Whirlwind, featuring many improvements

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement - 971.91 cu. in.

Horsepower - 300 at 2000 r. p. m.

Dry Weight - 485 lbs.

Model J-6 R-760 Whirlwind 225 (1928)

A seven-cylinder version of the Whirlwind.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

Model V-1560 (1930)

An improvement on the Model V-1456. Only 13 of these engines were made.

Type - 60° Vee inverted

Bore - 5 in.

Cooling - Air

Stroke - 6-5/8 in.

No. Cylinders - 12

Displacement - 1560 cu. in.

Horsepower - 600 at 2400 r. p. m.

Dry Weight - 260 lbs.

Model Whirlwind 240 (1930)

Changes made in the J-6 Whirlwind 225 resulted in the power being increased to 240 horsepower.

Model R-975E Whirlwind 330 (1931)

A new model of the whirlwind 300 resulted from the application of the E cylinder head.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement - 971.91 cu. in.

Horsepower - 330

Dry Weight - 564 lbs.

Model R-760E Whirlwind 250 (1931)

A new model of the Whirlwind 225 with the E cylinder head.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 7

Displacement - 755.93 cu. in.

Horsepower - 250

Dry Weight - 550 lbs.

Model R-504E Whirlwind 175 (1931)

A new model of the Whirlwind 150 with the E cylinder head.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 5

Displacement - 539.95 cu. in.

Horsepower - 175

Dry Weight - 590 lbs.

Model R-976E3 Whirlwind 420 (1931)

A modification of the Whirlwind 330 with a new type of head, higher compression and higher supercharge.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement - 971.91 cu. in.

Horsepower - 420

Dry Weight - 600 lbs.

Model R-975E1 Whirlwind 365 (1931)

This engine was essentially the same as the R-875E but was equipped with high compression pistons.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 9

Displacement 971.91

Horsepower - 365 at 2100 r. p. m.

Dry Weight - 660 lbs.

Model R-760E1 Whirlwind 285 (1931)

This engine was the same as the R-760E, but was equipped with high compression pistons.

Type - Radial

Bore - 5 in.

Cooling - Air

Stroke - 5-1/2 in.

No. Cylinders - 7

Displacement - 755.93 cu. in.

Horsepower - 285

Dry Weight - 570 lbs.

Model R-1750E Cyclone (1931)

This was the final modification of the R-1750 series. Previous minor changes had produced designations A, B, C, and D.

Type - Radial

Bore - 6 in.

Cooling - Air

Stroke - 6-7/8 in.

No. Cylinders - 9

Displacement - 1749.5 cu. in.

Horsepower - 550

Dry Weight - 885 lbs.

Model R-1820 E Cyclone (1931)

This engine was the result of major changes made in the R-1750 series.

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-7/8 in.
No. Cylinders - 9	Displacement - 1823 cu. in.
Horsepower - 575 at 1900 r. p. m.	Dry Weight - 850 lbs.

Model SGIV-1800 Conqueror (1932)

An experimental, geared, supercharge Conqueror.

Type - 60° Vee	Bore - 5-5/8 in.
Cooling - Water	Stroke - 6 in.
No. Cylinders - 12	Displacement - 1822 cu. in.
Horsepower - 1000 at 2400 r. p. m.	Dry Weight - 1320 lbs.

Model R-1820F Cyclone (1933)

An improvement on the R-1820E series.

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-7/8 in.
No. Cylinders - 9	Displacement - 1823 cu. in.
Horsepower - 750 at 1950 r.p.m.	Dry Weight - 956 lbs.

Model Gr-1820F Cyclone (1933)

A geared model of the R-1820F series.

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-7/8 in.
No. Cylinders - 9	Displacement - 1823 cu. in.
Horsepower - 700 at 1950 r.p.m.	Dry Weight - 1052 lbs.

* Model H-2180 (1933)

An experimental engine never placed in production.

Type - Radial	Bore - 6-1/8 in.
Cooling - Liquid	Stroke - 6 in.

No. Cylinders - 12

Horsepower - 1000 at 2400 r.p.m.

Displacement - 2975 cu. in.

Dry Weight - 1200 lbs.

Model - R-1510 Whirlwind (1933)

An experimental double-row engine not released for production.

Type - Radial

Cooling - Air

No. Cylinders - 14

Horsepower - 600 at 2100 r.p.m.

Bore - 5 in.

Stroke - 5-1/2 in.

Displacement - 1512 cu. in.

Dry Weight - 1025 lbs.

Model R-1670 Whirlwind (1934)

Another experimental double row Whirlwind.

Type - Radial

Cooling - Air

No. Cylinders - 14

Horsepower - 800 at 2500 r.p.m.

Bore - 5-1/4 in.

Stroke -

Displacement - 1670 cu/in.

Dry Weight - 1236 lbs.

Model R-975E3 Whirlwind 440 (1934)

A further improvement on the model R-975E3, in which the power was increased to 440 horsepower.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 440

Bore - 5 in.

Stroke - 5-1/2 in.

Displacement - 971/91 cu.in.

Dry Weight - 600 lbs.

Model R-760ET Whirlwind 235 (1934)

An unsupercharged edition of the Whirlwind 250, intended for use in training planes.

Type - Radial

Cooling - Air

No. Cylinders - 7

Horsepower - 235 at 2000 r.p.m.

Bore - 5 in.

Stroke - 5-1/2 in.

Displacement - 755.93 cu. in.

Dry Weight - 515 lbs.

Model R-1820-F50 Cyclone (1935)

An improvement on the series F Cyclone.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 890 at 2200 r.p.m.

Bore - 6-1/8 in.

Stroke - 6-7/8 in.

Displacement - 1820 cu. in.

Dry Weight - 1000 lbs.

* Model GR-1820-F50 Cyclone (1935)

A geared model of the F-50 series.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 875 at 2200 r.p.m.

Bore - 6-1/8 in.

Stroke - 6-7/8 in.

Displacement - 1820 cu. in.

Dry Weight - 1095 lbs.

* Model R-1820-F-60 Cyclone (1935)

An improvement on the F-50 series.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 900 at 2350 r.p.m.

Bore - 6-1/8 in.

Stroke - 6-7/8 in.

Displacement - 1820 cu.in.

Dry Weight - 1000 lbs.

* Model GR-1820-F60 Cyclone (1935)

A geared model of the F-60 series.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 900 at 2350 r.p.m.

Bore - 6-1/8 in.

Stroke - 6-7/8 in.

Displacement - 1820 cu.in.

Dry Weight - 1000 lbs.

* Model R-760E2 Whirlwind 320 (1935)

A fully supercharged Whirlwind incorporating many features of the Cyclone series.

Type - Radial

Cooling - Air

No. Cylinders - 7

Horsepower - 320

Bore - 5in.

Stroke - 5-1/2 in.

Displacement - 755.93 cu. in.

Dry Weight 570 lbs.

Model - R-965E3 Whirlwind 450 (1935) Final Model

Type - Radial	Bore - 5 in.
Cooling - Air	Stroke - 5-1/2 in.
No. Cylinders - 9	Displacement - 971.91 cu. in.
Horsepower - 450	Dry Weight - 675 lbs.

* Model R-18200 Cyclone (1936)S

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-7/8 in.
No. Cylinders - 9	Displacement - 1820 cu.in.
Horsepower - 1000 at 2100 r.p.m.	Dry Weight - 1198 lbs,

* Model GR-1820-G100 Cyclone (1936)

This engine resulted from major improvements in the "p" series.

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-7/8 in.
No. Cylinders - 9	Displacement - 1820 cu.in.
Horsepower - 1100 at 2350 r.p.m.	Dry Weight - 1275 lbs.

* Model GR-2600A Cyclone (1937)

The most powerful air-cooled aircraft engine developed up to this time.

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-5/16 in.
No. Cylinders - 14	Dry Weight - 1935 lbs.
Horsepower - 1600 at 2400 r.p.m.	Displacement - 2603 cu. in.

* Model GR-3350A Cyclone (1939)

The world's most powerful aircraft engine.

Type - Radial	Bore - 6-1/8 in.
Cooling - Air	Stroke - 6-5/16 in.
No. Cylinders - 18	Displacement - 3353 cu. in.
Horsepower - 2000	Dry Weight - 2450

Model R-1300 Cyclone (1939)

An experimental engine.

Type - Radial

Cooling - Air

No. Cylinders - 7

Horsepower - 600 at 2300 rpm

Bore - 6-1/8 in.

Stroke - 6-5/16 in.

Displacement - 1301 cu. in.

Dry Weight - 875 lbs.

* Model GR-1820-C200 Cyclone

An improvement on the C-100 series.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 1200 at 2500 r.p.m.

Bore - 6-1/8 in.

Stroke - 6-7/8 in.

Displacement - 1820 cu.in.

Dry Weight - 1310 lbs.

* Model - R-975-EC2 Whirlwind (1939)

A special Whirlwind design for use in medium tanks.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 400 at 2448 r.p.m.

Bore - 5 in.

Stroke - 5-1/2 in.

Displacement - 971.91 cu. in.

Dry Weight - 725 lbs.

* Model GR-2600B Cyclone (1940)

An improved edition of the 14-cylinder Cyclone.

Type - Radial

Cooling - Air

No. Cylinders - 14

Horsepower - 1700 at 2500 rpm

Bore - 6-1/8 in.

Stroke - 6-5/16 in.

Displacement - 2603 cu. in.

Dry Weight - 1965 lbs.

Model Series F Whirlwind (1940)

A fully developed experimental engine not released for production.

Type - Radial

Cooling - Air

No. Cylinders - 9

Horsepower - 480 at 2400 r.p.m.

Bore - 5 in.

Stroke - 5-1/2 in.

Displacement - 973 cu. in.

Dry Weight - 735 lbs.